



Minnesota Transportation Museum



MINNEGAZETTE

March/April 1985

Minnegazette's New Editor

The **Minnegazette** has a new editor beginning with this issue. Meet **Bill Graham**, a past president of MTM (1979-81) and very active member in both our traction and railroad divisions.

As your editor for the last 36 issues over a six-year period, I have seen the **Minnegazette** grow from a 6-page stapled newsletter to a slick 12- to 20-page magazine (and a 40-page monster in May/June 1984). Thanks goes to **Dennis Johnson** for the switch to the magazine-style format (in May/June 1981) which has generated so much favorable comment.

The museum membership has almost tripled since 1979, due mostly to the advent of steam operations in the museum. I hope part of that increase was due to new members *not dropping out* after a year's membership because they wanted to keep up with current museum happenings in the expanded **Minnegazette**.

I have enjoyed putting the **Minnegazette** together because its fun to talk about the museum and show the readers the many exciting events going on within MTM. It's been a pleasure to highlight the museum's big stories in the last six years such as the restoration of DSR streetcar 265 and NP steam engine 328, MTM's first steam operations and the acquisition of the Stillwater railroad site.

I'll miss getting involved with the news of the museum but I'll also welcome the time off. And a new voice in the magazine will be good for the museum. Finally I'll be able to spend more time doing what I like best--and the reason I joined the museum--running streetcar 1300.

I asked Bill to succeed me for many reasons. First, he has contributed

many interesting and well-written articles to the magazine. Second, his involvement with all facets of museum operations allows him to get first-hand information that he can relay to readers. Third, his loyalty is evenly divided between traction and railroad, an important consideration in keeping an even balance in the **Minnegazette**. Lastly, Bill is willing to put out six magazines a year, a demanding and sometimes tedious ordeal.

Give Bill all the help you gave me and we'll continue to put out an interesting journal--one that is fun to read again and again. I don't know of any member who throws away a **Minnegazette**! And remember, it's *you members*, through your great pictures and articles, that makes the **Minnegazette** what it is. Keep up the good work.

Fred Rhodes, Editor
March 1979 - February 1985



Membership Meeting Mar.26

The next general membership meeting is at **7:30 p.m. on Tuesday, March 26**, at the Har Mar Mall Auditorium, downstairs. Har Mar is located near Snelling Avenue and Highway 36, Roseville.

About The Cover

In May, 1898, the Nicollét Shops of the Twin City Rapid Transit Company turned out the first car of its own design, which became the private car of company founder Thomas Lowry. The car had no number, although car number 736 is unaccounted for in the company records. The company built passenger cars beginning with number 737. Photos of the Private Car are quite rare. **Mrs. Harlow Callander** of St Paul made this one available to MTM from her husband's collection.



Henry C Harvey

MTM member Hank Harvey passed away February 16, 1985, just two weeks short of his 95th birthday. Hank was the uncle of member, **Roy Harvey** of Minneapolis. He fired freight engines for the Minneapolis & St. Louis Railway in 1910-1911, and maintained a lifelong interest in railroading. After retiring to Oxnard, CA, in 1968, Hank befriended operating employees of the Ventura County Railway, and regularly rode their trains as a visiting fireman. Hank was an avid reader of the **Minnegazette** and museum member. He will be missed by his family and friends.

Calendar of Events

- March 26:** General membership meeting, Har Mar Mall auditorium, Roseville.
- May 25:** Como-Harriet Streetcar Line opens 15th season; runs daily until Labor Day, Sept. 2.
- May 28:** General membership meeting, Prudential Life Insurance Co., Minneapolis.
- July 23:** General membership meeting, location to be announced.
- Sept. 2:** Como-Harriet Streetcar Line ends daily service; runs weekends only in September and October.
- Sept. 24:** General membership meeting, location to be announced.
- Oct. 27:** Scheduled end of Como-Harriet Streetcar Line operations for 1985.
- Nov. 26:** Annual membership meeting and election of officers for 1986; location to be announced.



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

Bill Graham, Minnegazette
5818 Knox Avenue South
Minneapolis, MN 55419

1985 MTM Dues Final Notice

MTM got started in 1961 with about 10 dedicated people as a spin off of the Minnesota Railfans Association. We acquired streetcar No 1300 from the MRA for preservation, and began rehabilitating the Minnehaha Depot. Membership had grown to 55 in 1970 when we assumed another project, the Como-Harriet Streetcar Line at Lake Harriet in Minneapolis.

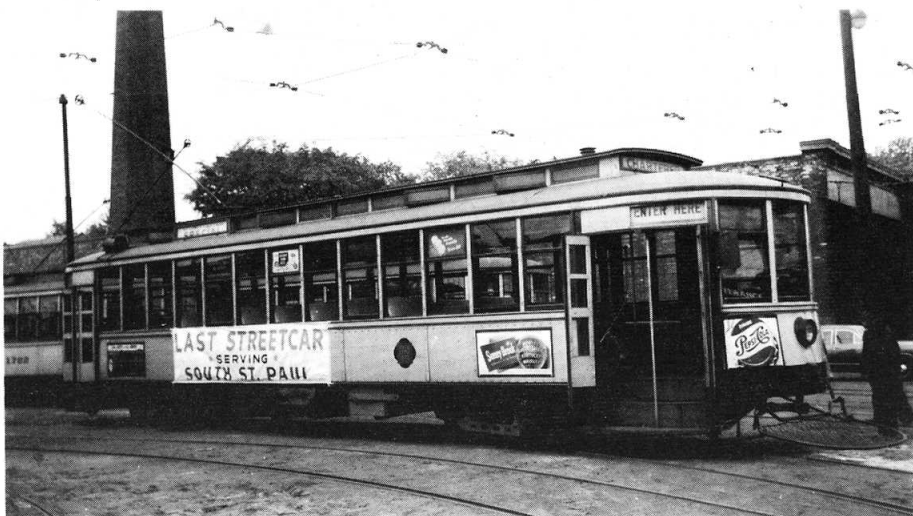
In 1972, Burlington Northern made a building available to MTM at the Como Shops, to serve as a workshop for our restoration program. With the help of BN and the City of Stillwater, MTM acquired locomotive 328 and began restoring it to operating condition. This activity brought our membership up to 230 by 1976.

Membership had risen to 441 by the time No 328 made its first run at New Brighton in 1981, fully restored after only five years.

At this time last year, we were serving 692 members, and this year we are serving 765. That number may shrink somewhat if some members fail to renew.

Current membership is as follows:

Total Membership (2/18/85)		765
Paid through 1985 and beyond		462 (60%)
1984 Members not paid		303
Status	Total	Metro Area
Corporate		1
Associate	203	183
Active	296	231
Family	266	210
Outside Minnesota		140



Last streetcar to operate on the Rice-South St Paul line, at Duluth Street Station.
Photo by Ken Fletcher.

The final dues reminder enclosed has been printed on CANCELLATION PINK as a gentle reminder. For those of you who HAVE renewed for 1985 and beyond, don't be concerned about your status. Check your membership card or contact me. For ease in meeting bulk mail requirements, we are enclosing the notice with all Minnegazettes. If you don't need a pink sheet, give it to a friend or relative so they may share in the pleasures of MTM.

Raymond R Bensen Sr
Membership Secretary



Need Meeting Programs

Please share your slides or movies with the membership at general meetings. If you have something of interest, please contact **Gene Corbey**, Executive Vice President, at 484-5254.



Next Minnegazette Deadline

Please have articles and photos to the editor by April 15, for inclusion in the May/June 1985 issue.

Calendar of Steam Excursions

The Board of Directors have approved the following tentative excursion schedule for 1985, subject to approval by the host railroads. Events may be added later, and the calendar is subject to change.

May 11: National Transportation Week. Excursion to Hudson, WI.

June 21-23: Stockyard Days, New Brighton.

July 19-21: Stillwater Lumberjack Days. Outbound trip open to public.

July 27: Anderson Company Picnic, Bayport.

July 28: Excursions on MTM's Stillwater line and return St Paul.

Aug 7: Excursion to Hudson, WI, for Great Northern Historical Society. (diesel)

Sept 7-8: Renaissance Festival excursion.

Sept 20-22: Stillwater excursions. Outbound trip from St Paul open to the public.

Sept 28-29: Excursions on MTM's Stillwater line, with return to St Paul open to the public.

Oct 12: Fall color excursion to Hudson.

Doodlebug To MTM

Doodlebugs are as Minnesotan as mosquitoes and walleyes. The Dan Patch Line pioneered the use of internal combustion - electric rail cars, that later spread to branchlines around the nation. Doodlebugs were the technology proving ground for today's modern diesel electric locomotive.

Now, MTM owns one of these amazing contraptions, thanks to the generosity of members **Art Pew** and **Wendell Gilkerson**. It is former Chicago, Burlington & Quincy No. 9735, and with any luck, it will be operating at Stillwater this summer.

The CB&Q once operated the nation's largest fleet of gasoline rail motor cars, doodlebugs or jitneys as they were called. The roster included seven gas-mechanical and 57 gas-electric cars, for a total of 64 units. The "Q" began using self-propelled rail cars as early as 1898. Doodlebugs came of age in the 1920's when the Electro Motive Company, forerunner of EMD, combined Winton gas engines, General Electric equipment, and St Louis Car bodies. The resulting car could provide branchline passenger service at a cost of 35 cents per mile, compared to 56 cents per mile for conventional steam equipment. Doodlebugs proved a 94% availability level, far surpassing the equipment they replaced.

Car No. 9735 was built by Pullman. Originally it was powered by a gasoline engine that later was replaced by a diesel to reduce the danger of fire. The car is 59 feet long, coupler to coupler, with a 15 foot railway post office section and a 33 foot baggage section. It rides on trucks of six foot six inch wheelbase. Only the front truck is powered by two axle mounted traction motors. Controls are provided at both ends for bi-directional running.

Originally, the "Q" painted the entire car Pullman green. In later years, the front end was painted bright red with yellow strips for better visibility at grade crossings.

The 9735 is well suited to MTM's operation at Stillwater, since it was intended for just this kind of service. It can handle one or two passenger coach trailers, spare parts are available, and the car can operate many miles between shoppings. Our doodlebug will help make the Stillwater line a viable, visible and enjoyable museum operation for many years to come.

Greg Koon



NP 328 approaching Summit Siding on October 14, 1984. Bill Graham Photo.

Stillwater & St Paul Plans Move Ahead

Last year was MTM's first full year in possession of the Stillwater site. We completed a number of needed track and site improvements, with the help of about 50 regular volunteers. Over 600 feet of track was tamped and leveled, and 130 ties were replaced. Weeds and brush were cut, washouts were filled, a great deal of material was moved to the site, and we had the line ready for service by mid-June.

The two operations we conducted prove the need for regular operations in 1985. We had to add a coach for the October operation to avoid turning away as many as 100 people each trip. MTM received complements from Stillwater residents on our GN A-11 and on the train operations.

As the 1985 season approaches, MTM's Board and Stillwater Site Committee have been planning restoration and operating projects for this season and for others yet to come.

Major projects for 1985 include: Rebuilding County Road 15 crossing in late April; Tie replacement and track work along Highway 95 near Stillwater; and spot tie replacements along the entire line.

The Milwaukee Road's Bayport depot has been offered to the museum for \$1 plus costs to move and re-establish the

depot at Summit. This depot would make our work easier and it would add to our site.

As of February, the CB&Q doodlebug has not been moved to the Twin Cities from Ontonagon, Michigan. The doodlebug will be very important to providing regular service at Stillwater. The Site Committee hopes that the doodlebug can be moved to the cities by March 15, so that it can be put into running condition.

If you would like to work on the railroad this year, please fill out the enclosed questionnaire. We always need volunteers to work on track, keep records, and maintain equipment. Please also enclose any suggestions or comments on past or future projects.

I want to thank all the loyal workers who showed up on their Saturdays to help out last year, and I hope they will come back in 1985. Special thanks go to **Bill Campion, Bernie Braun, and Bill Graham** for making last year's operations such a success.

Tom Dethmers
Stillwater Site Committee



Grunt Work At Lake Harriet

For those of you who will be signing up to do some of the grunt work at Lake Harriet, we are listing a round dozen tasks we hope to accomplish. You can see by the list that the work will be varied and interesting. About the middle of April, you will receive a schedule of work crew assignments covering the later part of April and the months of May and June.

This year's work program is:

1. Level track and crossing at 42nd Street.
2. Rebuild track drain and driveway at 42nd Street.
3. Install drainage pipe under yard switch.
4. Replace ties as required.
5. Raise track joints in archery range area.
6. Trim pole tops for shedding water.
7. Gutters for east and west sides of car barn.
8. Extend maintenance barn fence.
9. Brick in front of new car barn.
10. Brick around manhole cover.
11. Move operating supplies to new barn.
12. Sell scrap, old iron poles, old rails.

We will see you down at Lake Harriet on a Saturday morning after the snow melts.

George K Isaacs
Roadmaster



Correction

The story on Lake Harriet Station in the January/February 1985 Minnegazette should have credited the Hennepin County Historical Society for the pavillion sketch on page 13. A quote on page 14 should have read "Holding as we do that our public parks were built and ought to be maintained for the sole benefit of the public at large, and not for the benefit of a few speculators." The present pavillion was paid for with Minneapolis Parks & Recreation Board funds, and not with insurance proceeds from the destruction of the earlier building.

Carbarn Addition Wrapped Up

As of February 1, a total of \$5527 has been raised toward the cost of the carbarn addition at Lake Harriet. As the chief tin cup shaker, I am happy for what was given, but I had higher hopes.

The list of carbarn fund contributors published in the January Minnegazette was not complete. The missing names are:

Roy Harvey, Robert Hayford, Ken Holley, Walt Hotvet, Neil Howes, and Bernard Kramlinger.

Additional contributions were received from **Bandana Square, Mike Buck, Gerhard Ellestad, Bill Graham, Richard Guilford, Norm Podas, and Robert Schumacher.**

Thank you for your support in making our third carbarn a reality

George K Isaacs
Chief Tin Cup Shaker



Unloading DSR No 78 At Lake Harriet

Photo by G K Isaacs

Car and weather were in lousy shape when No 78 was lifted off flatbed at 42nd Street. Brill 21-E power truck for No 78 was also delivered. Both are now in new carbarn.



Sister of MTM's 2156 is Q-3 Class Pacific No 2160 at St Paul, May, 1948.

Charles E Winters Photos.

St Paul's Jackson Street Shops

A Look At The Past

Railroading in Minnesota began at Jackson Street. The Museum has contracted to buy the roundhouse portion of this historic complex. We are beginning an ambitious fund raising program to capitalize the purchase and restoration of the roundhouse to become a permanent exhibit and restoration facility for the Museum's collection. Members **Art Pew**, **Tom Mega** and **Frank Bifulk** compiled the following information, so that MTM'ers can appreciate the significance of this historic facility to the region.

St Paul has its roots deeply in railroads. Besides the St Paul & Pacific which later became the Great Northern Railway, the Northern Pacific and the Omaha Road also located shop facilities along the railroad corridor to the north of Capitol Hill. The immigrants who settled the Frogtown, Railroad Island, Swede Hollow, North End and Thomas - Dale neighborhoods in St Paul worked in these shops and built a rich historic legacy.

The Beginnings

The Territorial Legislature chartered the Minnesota & Pacific Railway Com-

pany in 1857 to build a line from the St Croix River, through St Paul to Breckenridge and St Cloud. By 1860, over 60 miles of grade had been built, and in 1862, the company was reorganized as the St Paul & Pacific Railroad. Minnesota's first locomotive, "William Crooks," arrived in St Paul by riverboat. It was delivered to the Jackson Street Shops, and made its first revenue run on June 28, 1862, with the Governor and dignitaries in attendance.

From a great dream, the St Paul & Pacific degenerated into corporate fraud and political corruption. The railroad ultimately reached the Red River Valley and Manitoba, in part because of gifts and concessions from the State of Minnesota, but hard times and poor management kept the company from pursuing its ultimate goal.

In 1879, **James J Hill** and several associates acquired control of the road from its creditors, and reorganized it as the St Paul, Minneapolis & Manitoba. From this beginning, Hill embarked on building what became the nation's largest railroad holding of the time, and to earn the appellation of "empire builder." Hill needed an operating base that could sustain monumental building projects,

and he ordered the expansion of the Jackson Street Shops to begin.

The Shops Grow

The company's 1882 annual report stated that the new shop buildings were built of stone "in the most substantial manner" and of capacity "sufficient for the wants of the company for years to come ... to be furnished with tools of the most improved, modern description." The St Paul Pioneer Press reported that "the new shops of the St Paul, Minneapolis & Manitoba Railway are the most notable local railway improvement of the year. They occupy a tract of about twenty-five acres ... stone of massive proportions is used in the walls, and heavy iron, wherever possible, takes the place of timber."

Hill stated in his fourth annual report as president that "the shops at St Paul were completed and occupied in December, 1882 ... The expenditures to date, for land, improvements and machinery, amount to nearly one-half million dollars. Great economy has already been experienced in the use of the new shop facilities with the improved labor saving machinery, and it is thought the ex-

penditures made in this direction will be sufficient for some time to come ... The old shops are in the process of removal which will give the company a large amount of yard room."

In an 1884 letter to one of his English bankers, Hill bragged about his impressive new yard and shops. "During the past two years, we have spent a great deal of money for steel rails, ballasting, track, transfer yards, terminal facilities, new shops and in fact we have put the road in better condition than any railway similarly situated that I know of in the West."

The May, 1888, edition of NORTHWEST RAILROADER proclaimed "the entire plant is constructed in a manner which is in keeping with the policy of the road. Everything has been thoroughly well done and in the selection of machinery, and of tools the same is true. The machinery plant is not excelled by anything in this part of the country and it would be difficult to find its equal."

Hill placed Col. C.C. Smith, the road's Chief Engineer, and Capt. C.C. Renshaw, Maintenance Of Way Engineer, in charge of the expansion project. Messrs Fairbanks, Morse & Company of St Paul built two 60,000 gallon water tanks, the rolling mill scales, and the 40 ton railway track scales. It was one of Fairbanks, Morse's first large contracts, from which the firm later grew to become a leading manufacturer of railway and industrial equipment.

Jackson Street was not narrow in scope. Rather, it represented the diversity of the railroad's operations and its rapidly improving technology. The Shops were the storehouse for the entire railroad. The Purchasing Department traveled the world to buy only the best. Rails came from Germany and England. The Shops housed everyone from silver-smiths to cloth-dyers. They built and serviced locomotives, coaches and freight cars. The truck shop manufactured parts in a wheel shop that was unsurpassed on the system until 1970.

At Hill's insistence, Jackson Street became a research and development center for railroads in the western U.S. and Canada. While he believed that the company's main business was railroading, he saw the need to improve agricultural technology, on which the Great Northern Railway depended for its business. Hill established an agricultural experiment station at North Oaks near St Paul, where a scientific breeding program yielded more productive strains of livestock. Hill distributed this stock to raisers along his lines free of charge, knowing that if they were successful, so too would be his railroad.

From Little Acorns...

The first passenger stock serviced at Jackson Street were fragile wooden carriages. The last coaches to be serviced included the glass-topped "Great Domes", weighing over 100 tons each.

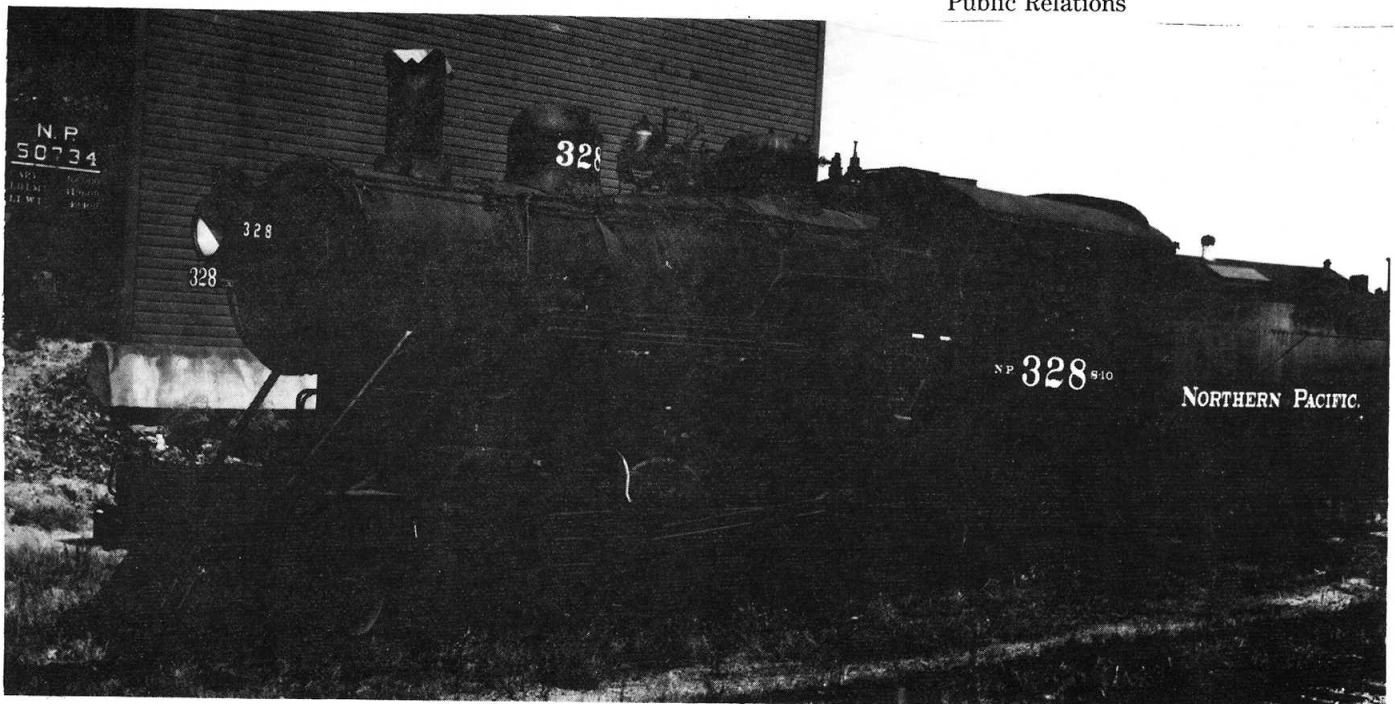
From coal stoves to steam heat, gas lamps to neon tubes, hand brakes to automatic air, and plush seats to leg rest recliners, Jackson Street saw and serviced it all.

The Shops saw an amazing progression of motive power pass through its doors. From ornate little teapots of the Civil War era and the early beginnings of modern steam power, the Great Northern moved to modern steam, electric and diesel power rivaling any in the world.

Although a hard-driving businessman, Jim Hill was a sentimentalist about the "William Crooks," his road's first engine. He saved it from destruction, had it overhauled and restored, and sent around the system, often under its own power. On Hill's birthday, employees would roll out the Crooks to take old Jim for a ride. "William Crooks" resided at Jackson Street until 1958, when it was placed on display at the St Paul Union Depot. Today, it is owned by the Minnesota Historical Society, and resides at the Lake Superior Museum in Duluth.

Senator John J Wilson said of Jim Hill, "He has captured more territory with a coupling pin, and made it more habitable for man than did Julius Caesar with the sword." The Jackson Street Shops played no small part in making Jim Hill's dreams come true.

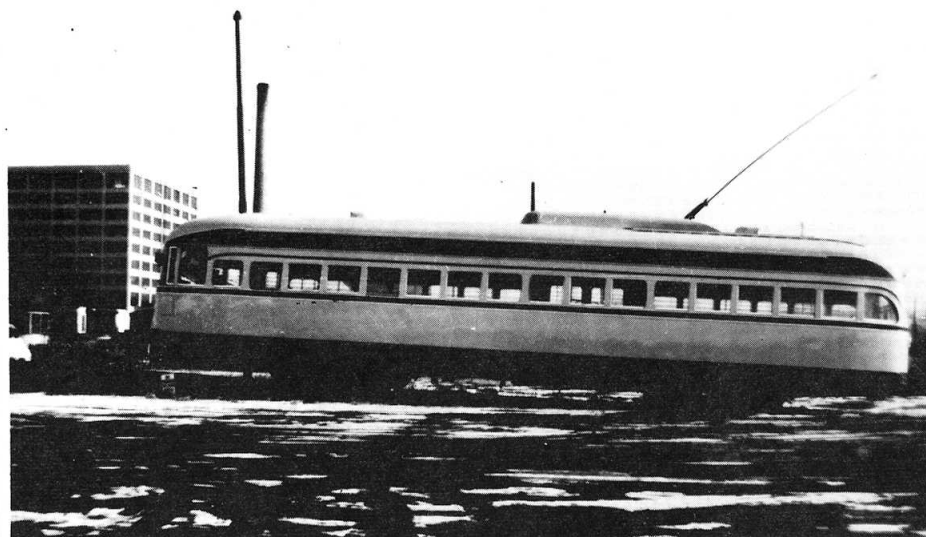
Jeff Haviland
Vice President
Public Relations



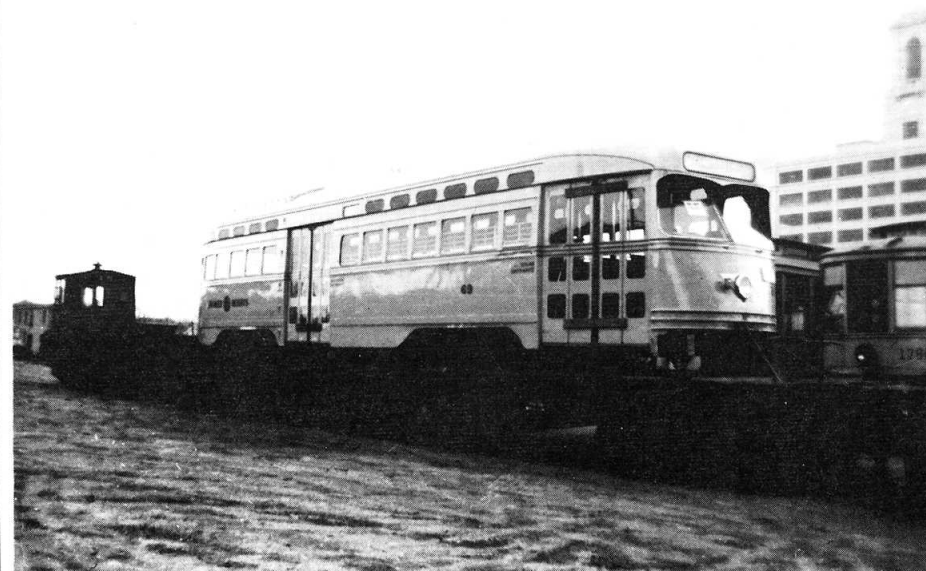
A familiar face, later to be MTM's NP 328, out of service at Brainerd. April, 1947.



PCC Car No 395 at Snelling in 1953, ready for shipment to Mexico City.



Mounting loading ramp at Snelling for rail shipment. TCL rehabilitated and repainted the cars light cream with dark green trim. Mexico City used TCL car numbers in 2000 series.



Former TCL No 358, now Shaker Heights No 69, being towed to Milwaukee Road interchange by work car No 15 in early 1953. Photos by Ken Fletcher.

Overnight To Bombay

Hollywood recently has offered several looks at the nation of India and her railways. A passenger train of the 1930's was shown in the movie "Gandhi", and Public Television's "Jewel In The Crown" has had action on the North-eastern Frontier that one almost could reach out and touch. Indian trains may look foreign to Minnesotans, but a first hand look shows they are a lot like the trains we know and appreciate.

I had the pleasure of spending two years in India with the Peace Corps in the mid-1960's, during which I managed to log about 25,000 miles on the Indian Railways, from steamy Calcutta to tiger country in the Himalayan foothills. A fair bit of it was in engine cabs from two-foot gauge O-6-2 tank engines to mammoth broad gauge Pacifics and sassey meter gauge Ten Wheelers. It was an experience I was too young to have had here at home.

Dhulia is the seat of a prosperous agricultural county in arid western India, about 275 miles northeast of Bombay. It is located at the end of a branch off the Central Railway's Bombay to Calcutta mainline. The Great Indian Peninsular Railway Company built the branch in the 1880's, and its initials still could be found here and there. The railway was Dhulia's lifeline, with four passenger trains and two "goods trains" daily. I often had business in Bombay, and took the through sleeper leaving Dhulia at 8:30 p.m. each evening.

The passenger engine on the Dhulia branch was a light, graceful Pacific, built in 1902 by North British Locomotive Works of Glasgow, Scotland. She carried green jacketing, polished bronze water feeds, splashers over her drivers, a six-wheel tender, and a peanut chime whistle locally known as a trumpet. The crew consisted of a driver, (Indian Railways do not employ locomotive engineers), a fireman, and a helper who polished and oiled the machinery and broke up coal with a hammer for the fireman. The engine's throttle was fashioned like a wishbone, centered high on the backhead with levers to both the driver's and fireman's side of the cab.

The driver normally assigned to the night passenger was a fellow named Jalal, a poultry raiser by hobby, who cared for his flock only slightly less than his engine. I was a poultryman by employment and a railfan by hobby, so Jalal and I struck up a fast friendship

that included cab privileges. After stowing my things in the sleeper, I would adjourn to the engine cab to talk chickens and help get ready for the trip down the branch.

We trundled along through the dark, stopping every few miles to handle the traffic and oil around. I was allowed to throw coal and to blow the trumpet for crossings, stray cows which for some reason often slept on railway tracks, and just to test its musical repertoire. I found I could make it scream like a banshee, whose wails resounding from the rocks could be heard halfway to Delhi.

We would drift into Chalisgaon Junction a little after midnight, and spot the sleeper for pick-up. The platform was lighted by oil lamps and covered with sleeping people. It was time for a nap.

The Bombay Mail was the premier express between Calcutta's Howrah Station and Bombay, over the Central and Southeastern Railways. India's broad gauge lines are five feet six inches between the rails, with rolling stock proportioned accordingly. Bullet-nosed WP Class Pacifics handled the Mail, built in India, hand-fired, with 70 inch drivers, and requiring two firemen to keep them hot on the demanding schedule. They carried deep voiced steamboat whistles that sounded businesslike. They were very competent engines, and I saw them double-headed only once on a hilly stretch north of Bhopal.

The Mail normally carried 14 coaches, packed to the gunnels with humanity. At 2:15 a.m. sharp, she would thunder into the platforms at Chalisgaon, while groups of people roused themselves and searched for a doorway with enough space to board. Hawkers offered hot tea

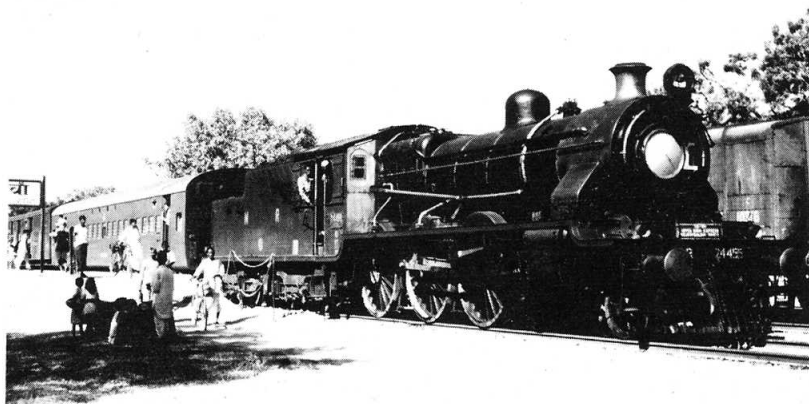
in disposable mud cups, while the engine was watered and the Dhulia sleeper was coupled up. At 2:25 she would give two melodeous woofs, and we were off into the night for Bombay at 60 miles per hour.

An electric unit replaced the Pacific at Igatpuri around dawn for the descent to the seacoast. Very shortly, we would enter the Bombay suburbs, where the double mainline widened to four tracks to carry the heavy commuter traffic. The Mail would hold one of the inside mains, and roar through a maze of settlements, grade crossings, pedestrians and commuter trains at full speed, whistling continuously. It was better to read during this part of the trip, but occasionally I could not resist a glance out the window of the careening coach. The papers regularly carried stories of morning commuters being killed or injured crossing the tracks, being brushed off the sides of trains, or touching the wrong thing while riding on the roof.

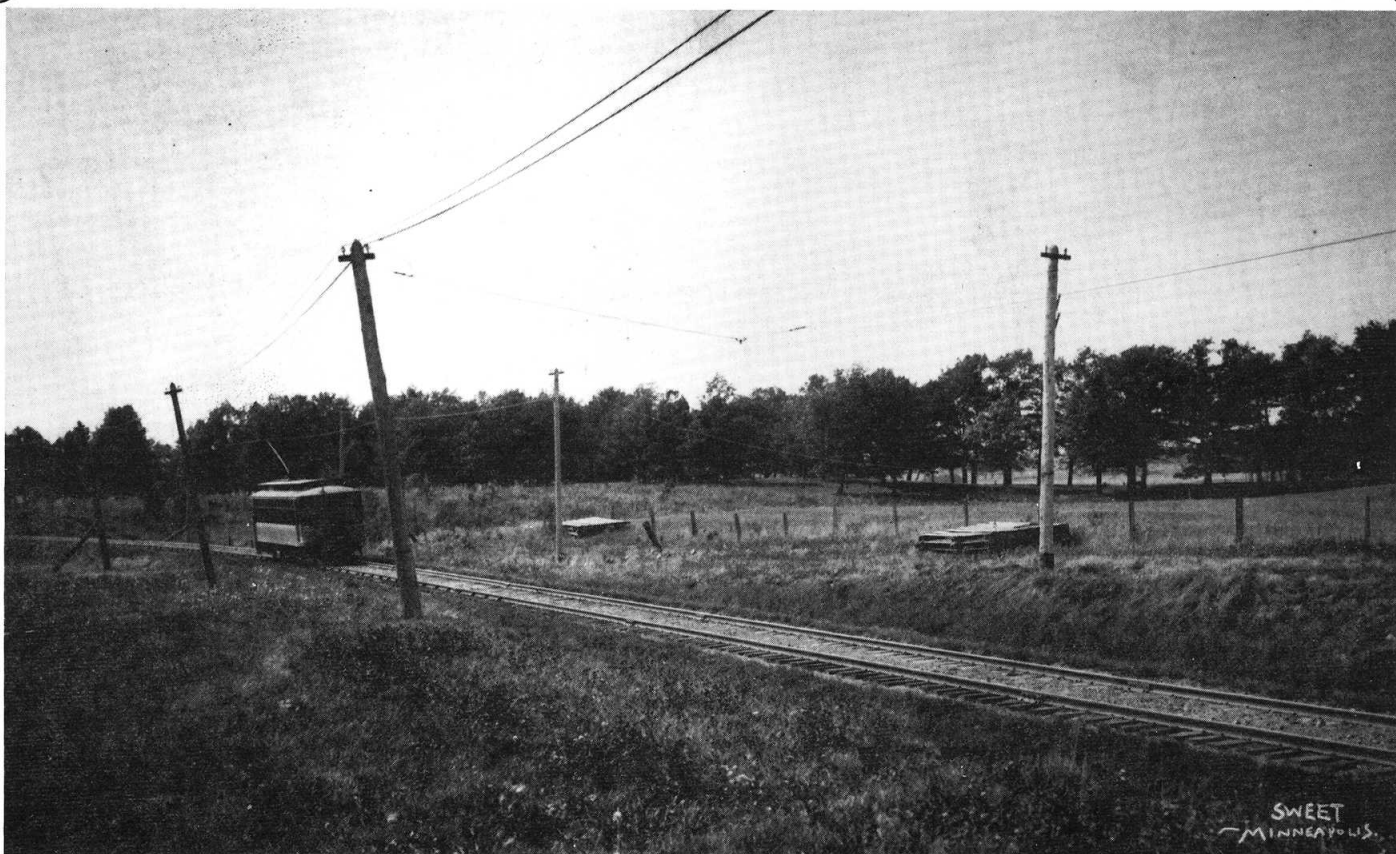
Suddenly it would end at Victoria Terminus, that legendary replica of Westminster Cathedral, where for so long Brittons got their first real taste of India. Bouyed along by the shoving, jostling mob, I was out on Dadabhai Naoroji Road, Bombay's main drag, facing the day's duties.

Today, the thundering Pacifics have been assigned other duties, and the big Tata Electric motors, built at Jamshedpur, handle the Mail halfway across the Subcontinent. I wonder, though, whether Maratha farmers still rouse from their sleep to the shrieks of that branchline engine, brought by Scotchmen from another time and place.

Bill Graham



Indian Railways Express engine 10-wheeler, broad gauge (5 ft-6 in.), North British Locomotive Works, Glasgow, Scotland. Photo by Bill Graham in 1964.



Harlow Cal lander collection

Along the Stillwater line near Wildwood.



"St Paul & Wildwood" car at White Bear Lake. The car appears to have been built before 1907.



Photo is looking west from a point near Long Lake about a half mile east of Manning Avenue.



Rice - South St Paul Car on Concord Street in the late 1930's.
Frank Butts Photo.



Chicago & North Western Railway Class J Mikado engine No 2362, built by Schenectady in 1916, scrapped in 1947.

Photo by Chicago & North Western Railway.

MTM Membership Application

The all-volunteer nonprofit Minnesota Transportation Museum was formed in 1962 for the purpose of finding, restoring and operating vintage rail equipment for the education and the enjoyment of the public as a reminder of days gone by. If you like what you see in this magazine, how about becoming a member and helping us? It is a rich experience filled with fun and tradition. Join us today!

- ☐ MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.
- ☐ MTM ACTIVE membership (\$15 per year). Eligible to operate museum equipment.
- ☐ MTM ASSOCIATE membership (\$10 per year).

All members receive the bi-monthly **Minnegazette** magazines at their homes.

- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax deductible).

Name _____ Phone _____

Address _____

City _____ State & Zip _____

Mail to: **Minnesota Transportation Museum, Inc.**

P.O. Box 1300, Hopkins, MN 55343



MINNESOTA STREETCAR MUSEUM

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Minneapolis, MN 55416-0509
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August 2021

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